

Mr. LOTT. Mr. President, I ask unanimous consent that the resolution be agreed to; that the preamble be agreed to; that the motion to reconsider be laid upon the table; and that any statements relating to the resolution appear at the appropriate place in RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The resolution (S. Res. 161) was agreed to.

The preamble was agreed to.

The resolution, with its preamble, is as follows:

S. RES. 161

Resolved, That Senate Resolution 48, 105th Congress, agreed to February 4, 1997, is amended—

(1) in section 1(e), by striking “\$5,000” and inserting “\$10,000”; and

(2) in sections 1(e) and 1(g), by striking “September 30, 1997” and inserting “September 30, 1998”.

GRANTING CONSENT OF CONGRESS TO CHICKASAW TRAIL ECONOMIC DEVELOPMENT COMPACT

Mr. LOTT. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of House Joint Resolution 95, which is at the desk.

The PRESIDING OFFICER. The clerk will report.

The legislative clerk read as follows:

A joint resolution (H.J. Res. 95) granting the consent of Congress to the Chickasaw Trail Economic Development Compact.

The PRESIDING OFFICER. Is there objection to the immediate consideration of the joint resolution?

There being no objection, the Senate proceeded to consider the joint resolution.

Mr. THOMPSON. Mr. President, I would like to take this opportunity to make a few brief comments with my colleague, Senator LOTT, in support of H. J. Res. 95, a resolution passed by the House of Representatives which gives the consent of Congress to the Chickasaw Trail Economic Development Compact. As the U.S. Constitution requires all State compacts to be approved by Congress, Representatives ED BRYANT of Tennessee and ROGER WICKER of Mississippi recently introduced this legislation in the House.

This Compact will allow the States of Tennessee and Mississippi to determine the feasibility of establishing an industrial park which would straddle the border between the two States. This proposed Industrial Park would lie in both Fayette County, TN, and Marshall County, MS. Governors Sundquist and Fordice have each expressed their support for this initiative, as they believe this type of industrial park will be strengthened by taking a regional approach to industrial recruitment and development.

I believe that Tennessee will benefit from this initiative by combining the competitive assets of southwest Tennessee and Northern Mississippi to create an attractive and viable business park.

I ask my friend from Mississippi, Senator LOTT, if he agrees that this initiative will be of significant benefit to our two States and, indeed, to much of the Southeast region?

Mr. LOTT. I thank the Senator for his comments. This area of our two States is growing rapidly and I agree that a new, bistate industrial park would be of great benefit to both Mississippi and Tennessee. It is my hope that this proposed economic development project will mean a major increase in the number of jobs and level of prosperity for this region of the country.

I have been working on this proposal for an industrial park for a number of years and I am pleased that this essential, in fact critical, next step of the process is taking place now. I know that both you and I will keep a close watch on the progress of this proposed industrial park and I thank you for bringing it up on the floor.

Mr. FRIST. Mr. President, I rise today in support of House Joint Resolution 95, a measure introduced by my friend, Representative ED BRYANT of the Seventh District of Tennessee. This legislation gives congressional approval to the Chickasaw Trail Economic Development Compact. This partnership is an interstate compact created by agreement of the Mississippi and Tennessee State Legislatures to promote joint economic development and interstate cooperation in a rural, undeveloped area of Fayette County, TN, and Marshall County, MS.

The plan creates the Chickasaw Authority, which will conduct a study of the feasibility of establishing an industrial park in the area. If this study produces a positive recommendation, Mississippi and Tennessee would then negotiate a new compact implementing the details to establish a 4,000- to 5,000-acre industrial park. Such a facility would capitalize on the strengths that lie on both sides of the State line and attract new investment and employment opportunities. The proximity of the park to metro Memphis would build on the already strong commercial activity in Southwest Tennessee and North Mississippi. To my knowledge, this type of cooperation between States has never been attempted.

Mr. President, I am proud to add my name to the unanimous support of the members of the Tennessee and Mississippi congressional delegations. It is my hope that this project will bring economic development and jobs by attracting new sophisticated high-technology industries to the area. I would like to thank the majority leader, Senator LOTT, for his assistance in bringing this measure before the Senate, and I would also like to thank Senator THOMPSON and Senator COCHRAN for their support for this initiative. I yield the floor.

Mr. LOTT. Mr. President, I ask unanimous consent that the joint resolution be considered read a third time and passed; that the motion to reconsider

be laid upon the table; and that any statements relating to the resolution appear at the appropriate place in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The joint resolution (H.J. Res. 95) was read the third time and passed.

GRANTING CONSENT AND APPROVAL OF CONGRESS TO AMEND WASHINGTON METROPOLITAN AREA TRANSIT REGULATION COMPACT

Mr. LOTT. Mr. President, I ask unanimous consent that the Senate proceed to the immediate consideration of House Joint Resolution 986, which is at the desk.

The PRESIDING OFFICER. Without objection, it is so ordered. The clerk will report.

The legislative clerk read as follows:

A joint resolution (H.J. Res. 986) granting the consent and approval of Congress for the State of Maryland, the Commonwealth of Virginia, and the District of Columbia to amend the Washington Metropolitan Area Transit Regulation Compact.

The Senate proceeded to consider the joint resolution.

Mr. LOTT. Mr. President, I ask unanimous consent that the joint resolution be considered read a third time and passed; that the motion to reconsider be laid upon the table; and that any statements relating to the resolution appear at the appropriate place in the RECORD.

The PRESIDING OFFICER. Without objection, it is so ordered.

The joint resolution (H.J. Res. 986) was read the third time and passed.

The PRESIDING OFFICER. Without objection, the preamble is agreed to.

The preamble was agreed to.

AMTRAK REFORM AND ACCOUNTABILITY ACT OF 1997

Mr. LOTT. Mr. President, I ask the Chair lay before the Senate a message from the House of Representatives on the bill (S. 738) to reform the statutes relating to Amtrak, to authorize appropriations for Amtrak, and for other purposes.

The PRESIDING OFFICER laid before the Senate the following message from the House of Representatives:

Resolved, That the bill from the Senate (S. 738) entitled “An Act to reform the statutes relating to Amtrak, to authorize appropriations for Amtrak, and for other purposes.”, do pass with the following amendment:

Strike out all after the enacting clause and insert:

SECTION 1. SHORT TITLE; AMENDMENT OF TITLE 49; TABLE OF SECTIONS.

(a) *SHORT TITLE*.—This Act may be cited as the “Amtrak Reform and Accountability Act of 1997”.

(b) *AMENDMENT OF TITLE 49, UNITED STATES CODE*.—Except as otherwise expressly provided, whenever in this Act an amendment or repeal is expressed in terms of an amendment to, or a repeal of, a section or other provision, the reference shall be considered to be made to a section or other provision of title 49, United States Code.